



AGENDA
COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD
REGULAR MEETING
NOVEMBER 2, 2022
6:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 5. PRESENTATION**
 - 5.1 CRA Background**
 - 5.2 State of Florida Sunshine Laws**
- 6. BOARD BUSINESS**
- 7. STAFF REPORT**
 - 7.1 Monthly CRA Matrix-** Staff will discuss the Matrix.
 - 7.2 Parking Inventory**
- 8. NEXT MEETING DATE**
 - 8.1 Next Meeting Date:** December 7, 2022
- 9. ADJOURNMENT**

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). All interested parties may appear at said meeting and be heard as to the advisability of any action, which may be considered with respect to such matter. For information regarding this matter, please contact the City Manager.

Objectives & Strategies

The following series of objectives and strategies aim to address blighted conditions as identified in the Finding of Necessity Study in a manner consistent with the community's vision for the area. Strategies include a generalized timeframe to assist the City in prioritizing initiatives. The timeframes are established as a planning guide. Projects may be reprioritized as funding, partnerships or other opportunities become available. Timeframes are identified as follows:

- Immediate = initiate within the first 2 years of establishing the CRA
- Short-term = within the first 5 years of CRA establishment
- Mid-term = 5 to 15 years of CRA establishment
- Long-term = beyond the first 15 years of CRA establishment
- On-going = throughout the CRA's existence

Initiatives have been divided into two sections – the first addresses the waterfront and transitional areas including the City's waterfront property; the second section addresses the residential neighborhoods within the CRA.

Waterfront & Transitional Area Initiatives

Objective 1. City Marina Facilities

The City's marina facility was identified by many members of the community as both one of the City's most significant assets and one of its primary problems. Located at the foot of Center Street, redevelopment of the marina facility to alleviate siltation problems and associated deteriorating site conditions could offer a key opportunity for addressing blighted conditions and act as a catalyst for change in the Redevelopment Area.

Strategy 1.1: (timeframe – immediate to mid-term)

The City shall work toward the redesign of the City's marina facility to alleviate siltation problems to allow the marina to operate at an optimal level.

- a) The City should immediately consider proceeding with "Phase 3" of the marina's construction plans before the permit expiration in 2005. "Phase 3" includes revenue generating improvements in the northern portion of the facility.
- b) In the short to mid-term, the City should proceed with the remaining phases of the permitted plans for the marina. The City may need to review the Plans to ensure the design remains suitable for its needs.

Strategy 1.2: (timeframe – short-term)

The City shall consider public/private partnerships in the redesign of marina facilities to assist in funding initial improvements and continued maintenance of the marina facility.

- a) The City should coordinate with property owners to the north to obtain an easement over water rights that would allow for the northern extension of the marina facility. As an incentive for providing the easement, the City may offer incentives such as allowing a variance on parking requirements; allowing for a broader mix of uses than those currently permitted; or, providing additional support during permitting through the City and other agencies.
- b) The City should partner with the developer(s) of these parcels to assist in capital improvement and on-going maintenance costs if any additional bulkhead improvements are desired to compliment development of private facilities.

Objective 2. Promote a mix of uses

The existing Future Land Use and Zoning designations along the waterfront and adjacent areas limit the type of allowable uses to industrial uses. Such limitations may be a primary impediment to redevelopment in the CRA. Keeping in mind that maintaining the "working waterfront" is a primary objective of the community and this redevelopment effort, the City should take a proactive position in accommodating a broader mix of uses with design controls. However, any change in allowable land uses shall be consistent with the Coastal Management Element of the Comprehensive Plan, particularly the Coastal High Hazard Area requirements.

Strategy 2.1: (timeframe - immediate)

The CRA shall work with private property owners to prepare an amendment(s) to the Comprehensive Plan to establish a new land use district(s) for the waterfront and transitional areas.

Strategy 2.2: (timeframe - immediate)

The CRA shall work with private property owners to prepare an amendment to the Zoning Code to establish new zoning district(s) and performance standards for the waterfront and transitional areas.

Strategy 2.3: (timeframe - immediate)

The CRA shall work with private property owners and the Historic District Council to prepare development standards for the waterfront and transitional areas. The intent of the development standards shall be to maintain the character of the area. Development standards should address architectural style, height restrictions, building setbacks, view corridors to the water, building massing, signage, landscaping, and screening of unattractive site elements such as parking and dumpsters.

Strategy 2.4: (timeframe - as needed)

In order to recognize that the "working waterfront area" should prioritize commercial uses, the City should consider requiring through a developer's agreement that developers of residential product shall have purchasers sign a release recognizing the noise, odor, and visual reality of commercial waterfront uses.

Objective 3. Utilities

The existing conditions analysis conducted as part of this Plan identifies areas within the CRA where City utilities may be either outdated or inadequate for accommodating additional demands. Although not specifically quantified in the Finding of Necessity, these facilities could impede redevelopment efforts if specific improvements are not undertaken. The City shall evaluate and prioritize improvements to municipal utilities within the waterfront and transitional areas of the CRA.

Strategy 3.1: (timeframe – immediate to mid-term)

A more detailed analysis of the water and sewer system shall be conducted to determine the most critical areas in need of improvement. Waterlines that appear to require system upgrades due to inadequate line size include:

- Construct a water main along Broome Street to 6th Street (Note areas outside of the CRA will also benefit from this improvement. The City should consider a cost-sharing arrangement with other City funds if TIF funds are used to finance this project.);
- Replace the 4" water main on Calhoun Street from Front Street to 3rd Street;
- Connect the 6" water main on Ash Street to the 8" main Front Street; and,
- Replace the 6" water main in the Beech Street right-of-way between Front Street and 2nd Street.

However, fieldwork should be conducted to provide an input for computer water distribution model for the CRA. This will allow the City to determine deficiencies in existing water system. The correction for these deficiencies can be ranked and economically planned.

Strategy 3.2: (timeframe – immediate)

The existing gravity sewer lines should be video taped to determine the condition of the lines. This will allow the City to prioritize the replacement of lines. This also will allow the City to access the extent of retrofitting required (e.g. slip lining the pipe versus full pipe replacement).

Strategy 3.3: (timeframe – short-term)

The master lift station at Front Street and Alachua Street should be analyzed to determine the current capacity versus the current flow to the station. This will allow the City to determine when the lift station will need to be upgraded as additional development occurs in the CRA.

Strategy 3.4: (timeframe – Immediate)

The CRA should appoint a CRA Infrastructure Technical Review Committee. The TRC shall make recommendations to the Community Redevelopment Agency regarding infrastructure priorities, and the design and construction of infrastructure. The technical review committee may include representation of a broad range of expertise including representatives from the City (roadway, water, wastewater, planning, parks and recreation,

emergency services), a stormwater engineer, Florida Public Utilities, and CSX.

Strategy 3.5: (timeframe – on-going, as needed)

Based upon the resulting priority list, the City should pursue redevelopment opportunities to upgrade or retrofit water and wastewater facilities.

Strategy 3.6: (timeframe – on-going)

The City should, whenever practical, incorporate a series of improvements in a consolidated project to avoid additional time and expense caused by piecemeal projects. For example, the City could plan street and sidewalk improvements with underground utility improvements and burial of power lines.

Objective 4. Pedestrian and Vehicular Circulation

The Finding of Necessity identified the need for improved pedestrian and vehicular facilities between the waterfront and the Central Business District and residential areas. Community input through the charrette process also identified the need for improved circulation. The City shall support improved pedestrian and vehicular circulation through the following strategies:

Strategy 4.1: (timeframe – immediate)

As a key roadway facility for the waterfront area, an assessment of the Front Street corridor should be prioritized in order to ensure that right-of-way is planned to accommodate facility improvements. At a minimum, additional width is needed to accommodate a pedestrian corridor and street lighting. Wastewater collection and the burial of electrical distribution improvements should also be part of a Front Street reconstruction project.

In order to determine the spatial needs within the corridor, a survey of the existing right-of-way should be prepared. Using the survey as the framework to initiate the planning and design process, the City should consider the following alternatives in the redesign of Front Street:

- a) Elimination of one of the two railroad tracks. In this scenario, the additional right-of-way may be used for improved vehicular circulation, pedestrian facilities and on-street parking. Redevelopment opportunities along the east side of Front Street would be enhanced if the eastern track were eliminated. The actual design of this option could be determined once initial discussions with CSX determine its viability.
- b) Possible coordination with property owners west of Front Street to allow a sidewalk easement over their property combined with the possible coordination with property owners on the east side of Front Street to allow a frontage laneway adjacent to the rail tracks, where possible to allow buildings to “front” on Front Street.

With either of the above scenarios, the City shall coordinate with CSX and Front Street property owners to determine a design solution that can be accommodated within the economic and functional constraints of the area.

Strategy 4.2: (timeframe – short to long-term)

Once a design solution for Front Street is determined, the City shall design and construct improvements for this roadway. This project may be phased as funding becomes available or as development comes on-line.

Strategy 4.4: (timeframe – mid to long-term)

The City shall consider connecting Alachua Street to Front Street for vehicular and pedestrian traffic to enhance circulation in the area. This improvement should be planned to accommodate the design of Front Street.

Strategy 4.5: (timeframe – long-term)

The City shall consider creating a pedestrian crossing in the existing Broome Street right-of-way to Front Street. At some point in the future, full vehicular crossing may be considered if necessary to accommodate appropriate circulation with the redesign of Front Street. If a full access point is necessary, traffic calming measures and a limitation on truck traffic shall be considered for Broome Street.

Strategy 4.6: (timeframe – mid to long-term)

The City shall coordinate with property owners to develop sidewalks within the right-of-way as necessary.

Strategy 4.7: (timeframe – mid to long-term)

Concurrent to the installation of sidewalks, the City should consider pedestrian-scale street lighting in a style consistent with lighting fixtures for Centre Street.

Strategy 4.3: (timeframe – long-term)

The City shall consider design elements consistent with the Centre Street hardscape areas to create stronger pedestrian linkages between Centre Street and the waterfront.

Strategy 4.6: (timeframe – mid to long-term)

The City shall consider developing way-finding signage throughout the historic downtown area to include the waterfront. The City could partner with local groups such as the Chamber of Commerce to effectuate this program. (Note that CRA funds could only be used in the planning, design and installation of signage within the CRA, partnering or other funding sources would be required to plan and install signage beyond the CRA limits.)

Strategy 4.7: (timeframe – mid to long-term)

To alleviate conflicts with pedestrians and other vehicular traffic, the City should restrict street sweeping and refuse collection to early morning and late night hours within the CRA.

Objective 5. Public Access to the Water

The Amelia River was recognized as an essential component to the City's character and history in the charrette process and in previous planning exercises. The Finding of Necessity recognizes deficiencies along the waterfront in providing safe pedestrian facilities. Redevelopment efforts shall enhance pedestrian facilities along the waterfront.

Strategy 5.1: (timeframe – short to long-term)

The CRA shall work toward the redesign of publicly owned land along the waterfront to include enhanced park facilities that encourage pedestrian interaction with the waterfront area. Enhanced park facilities may include seating areas, picnic facilities, and pedestrian walkways, fishing piers, restrooms, public gathering facilities, a performance stage and educational facilities. If funding and the redesign of the marina allow, the City should consider master planning the facility in phases such that a first phase could be constructed in the short to mid-term to generate activity and excitement for waterfront revitalization.

Strategy 5.2: (timeframe – mid to long-term)

The CRA shall consider in its redesign of the marina facility and park, the inclusion of a "community icon" or focal feature at the foot of Centre Street.

Strategy 5.3: (timeframe – mid to long-term)

The CRA should plan and design a "riverwalk" system along the water, wherever practical, throughout the redevelopment area.

Strategy 5.4: (timeframe – on-going)

The CRA should coordinate with property owners to allow for right-of-way or easements over private property to accommodate the riverwalk system, wherever practical.

Strategy 5.5: (timeframe – on-going)

As an incentive for providing water views and/or a pedestrian connection on private lands, the CRA should work with landowners and appropriate government agencies to resolve riparian rights issues; and, to support a rip-rap bulkhead on private lands.

Objective 6. Protect view corridors to the River

A significant portion of the land along the waterfront is private property. As a means of maintaining connections to the waterfront, the CRA should make efforts to maintain view corridors, particularly at the foot of east/west streets.

Strategy 6.1: (timeframe – with design standards)

The CRA shall consider the provision of view corridors when establishing design standards for the area.

Strategy 6.2: (timeframe – on-going)

The CRA should work with private landowners to incorporate water-viewing areas in conjunction with redevelopment efforts, wherever practical.

Objective 7. Parking

The Finding of Necessity Study identifies unimproved parking areas as a contributing factor to blight within the study area. Parking facilities consume prime waterfront property on public lands. As part of efforts to redesign the marina and park areas, the City shall evaluate the reconfiguration of existing parking facilities and the relocation of parking to lands east of the railroad tracks.

Strategy 7.1: (timeframe – with park redesign)

The City shall allow for enhanced park facilities between the parking lot and the river.

Strategy 7.2: (timeframe – mid to long-term)

The City shall evaluate alternative locations for parking facilities to the east of Front Street. Primary consideration should be given to City-owned property and rights-of-way.

Strategy 7.3: (timeframe – with design standards)

The City shall incorporate screening and landscape standards for new off-street parking facilities within the CRA. Should structured parking be necessary at some point in the future, the architectural character and scale should be consistent with the Historic District.

Objective 8. Maintaining a “Working Waterfront”

Throughout the City’s history the waterfront area has been an essential component to the local economy. Through the charrette process, the community also recognized the working waterfront as a primary attribute of the City’s character. The CRA shall encourage the continuation of water-related commercial enterprise in the area.

Strategy 8.1: (timeframe – on-going)

The CRA shall maintain a GIS database of available properties that are appropriate for new businesses to locate in the Area.

Strategy 8.2: (timeframe – on-going)

The CRA shall consider public-private partnerships that could assist marine-related businesses to locate in the Area.

Strategy 8.3: (timeframe – long-term)

The CRA should work with State representatives to explore the option of designating a portion of the waterfront as an aquaculture “greenbelt” for the shrimp industry.

Objective 9. Protect and Celebrate the City's History & Natural Environment

The City has a rich history that is a key facet of civic pride. The waterfront area is a central component of the City's history in that it was the focal point for trade and industry. The City should make efforts to integrate historic and environmental education elements and preservation into redevelopment efforts where practical.

Strategy 9.1: (timeframe – as part of park and/or riverwalk design)

The CRA should incorporate historic and environmental education elements in its waterfront park and/or riverwalk design. The City should coordinate with the Amelia Island Museum of History and local environmental groups in the planning and design of these elements.

Strategy 9.2: (timeframe – as part of park and/or riverwalk design)

The use of indigenous species for landscape material, and environmentally sensitive development options should be evaluated in the design of the City's waterfront park.

Strategy 9.3: (timeframe – short-term and on-going)

The City shall consider expanding the Historic Overlay District to include the entire CRA. In order to adopt a historic district designation, a historic survey will need to be conducted. The Historic District Council's role within the CRA would include design review to ensure development proposals are consistent with proposed development standards for the CRA and the historic context of the area.

Strategy 9.4: (timeframe – long-term)

As part of the marina permits, a marine education facility is identified as an obligatory requirement. The City should incorporate this facility with marina and park improvements. The City may consider expanding the program of this facility to include educational displays as a tourist attraction/amenity.

Strategy 9.5: (timeframe – on-going)

The CRA should promote adaptive reuse of existing structures where practical to maintain the historic sense of the area.

Objective 10. Clean-up Efforts

The Finding of Necessity recognizes unsanitary conditions as a condition of blight within the Redevelopment Area. These conditions include the need for general clean-up of debris along rights-of-way and in private property. The CRA shall encourage basic clean-up efforts as a relatively inexpensive means of reducing a condition of blight within the CRA.

Strategy 10.1: (timeframe – on-going)

The CRA shall maintain close communication with the City's Code Enforcement officer and Board to encourage monitoring and enforcement within the Area in a timely manner.

Strategy 10.2: (timeframe – on-going)

The CRA shall promote clean-up and amnesty days.

Objective 11. Marketing and Programming

The waterfront area should be a place to be enjoyed by the entire community. Raising the profile of the area could encourage general maintenance and redevelopment of blighted properties. The CRA shall promote the waterfront area through marketing and programming that will increase general use of the area.

Strategy 11.1: (timeframe – on-going)

The CRA shall promote the waterfront area through sponsoring or coordinating with community groups to organize weekly, monthly, quarterly and annual events. Examples of these events could include an open-air market; holiday events; arts and cultural performances; art shows; and, sporting events.

Strategy 11.2: (timeframe – on-going)

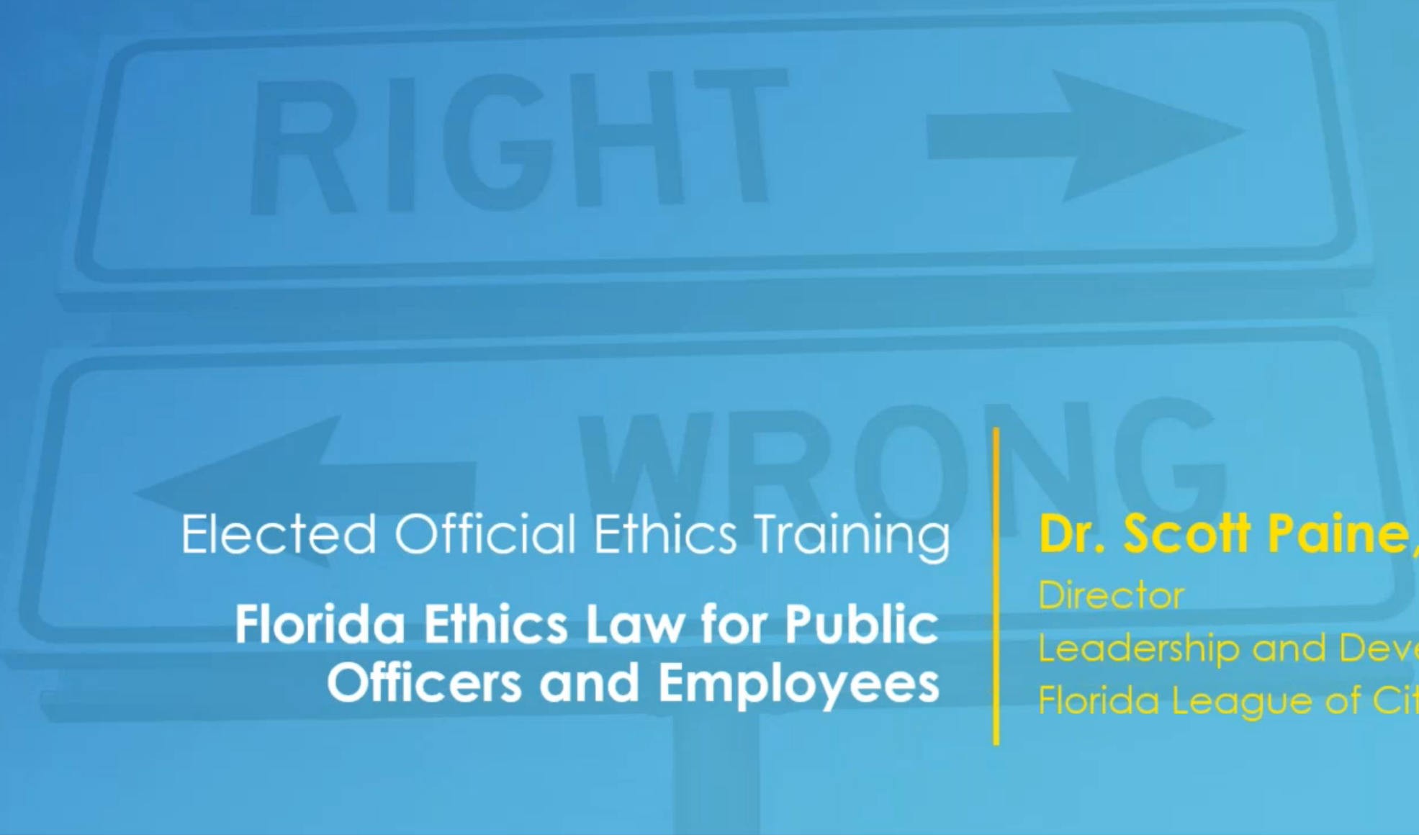
The CRA should coordinate with tourism and economic development organizations to promote awareness of waterfront area.

Strategy 11.3: (timeframe – on-going)

The CRA shall keep the community informed of redevelopment efforts by preparing a newsletter of CRA initiatives.

Strategy 11.4: (timeframe – mid to long-term)

In order to promote the area, the City should prepare a brochure for the CRA highlighting existing facilities, programmed events and other points of interest within the waterfront area.



RIGHT →

Elected Official Ethics Training

**Florida Ethics Law for Public
Officers and Employees**

Dr. Scott Paine, Ph.D.

Director

Leadership and Development
Florida League of Cities



RIGHT →

Elected Official Ethics Training
Florida Public Meeting Law

Dr. Scott Paine, Ph.D.

Director

Leadership and Development

Florida League of Cities

Who is Covered?

Examples

- Two or more members of council
- A member of council and the mayor if:
 - The mayor is the presiding officer of the council, AND
 - The mayor is empowered to vote at council in at least some cases
- A councilmember-elect and a councilmember or another councilmember-elect
- Two or more members of an advisory board

Citizens Advisory Councils Must Comply

Advisory Legal Opinion – AGO 98-13

“A community advisory committee that is responsible for making recommendations to the city commission on matters of concern to the residents of the city and upon which the city commission may foreseeably act must comply with the requirements of the Government in the Sunshine Law.”

If matters are discussed that could reasonably be expected to come before the board, the following would be illegal meetings:



Two board members having a drink



Emails between two board members



A phone call between two board members



Two board members commenting on the same comment thread on a social media platform



Text messages between two board members

They are illegal because the public does not have sufficient access to them.

The Entire Decision-Making Process

Informal discussions, workshops, executive work sessions, conferences . . . all are covered.

“One purpose of the government in the sunshine law was to prevent at nonpublic meetings the crystallization of secret decisions to a point just short of ceremonial acceptance. **Rarely could there be any purpose to a nonpublic pre-meeting conference except to conduct some part of the decisional process behind closed doors.** The statute should be construed so as to frustrate all evasive devices. This can be accomplished only by embracing the collective inquiry and discussion stages within the terms of the statute, as long as such inquiry and discussion is conducted by any committee or other authority appointed and established by a governmental agency, and relates to any matter on which foreseeable action will be taken.”

Town of Palm Beach v. Gradison, 296 So. 2d 474 (Fla 1974)



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Public Records Law

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What is a public record?

Florida Statutes, Section 119.011(12):

“All documents, papers, letters, maps, books, tapes, photographs, films, sound recordings, data processing software, or other material, regardless of the physical form, characteristics, or means of transmission, made or received pursuant to law or ordinance or in connection with the transaction of official business by any agency.”

Agencies Subject to Public Records Law

Government body, to include, its elected officials, employees and agents

Advisory boards

Private entities created by a public entity:

- Community Development Districts
- Community Redevelopment Agency
- Dependent Districts
- Utility and other authorities

Private entities doing business with the entity (receiving public funds)

- Contracts require compliance with public records law
- Does not apply to all private entity's records, essentially only those related to the public business

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT:

ITEM TYPE: New Business

REQUESTED ACTION:

SYNOPSIS: The attached monthly Matrix illustrates development activity within the CRA.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: October 26, 2022

Submitted By: Dale Martin, City Manager

COMMISSION ACTION:

COMMUNITY REDEVELOPMENT AREA (CRA) PROPERTY MATRIX (AS OF OCT 1, 2022)

Parcel ID	Zoning	FLUM	Owner Name	Common Name	Property Use	#	Street	No	Disc.	TRC	HDC	Permit	Cons.	Comp.
00-00-31-1760-0001-0010	IW	IW	CITY OF FERNANDINA BEACH	PARKING LOT A	MUNICIPAL	1	N FRONT	X						
00-00-31-1760-0001-0020	IW	IW	O'STEEN COMPANY LLP SIMMONS	SIMMONS PROPERTY	VACANT IND		N FRONT		X					
00-00-31-1760-0002-0000	IW	IW	CITY OF FERNANDINA BEACH	101 N FRONT	MUNICIPAL	101	N FRONT		X	120-day due diligence (Monument Marine Group)				
00-00-31-1760-0003-0000	W-1	WMU	FRONT STREET PROPERTY LLC	GOODSELL PROPERTY	WAREHOUSE-	105	N FRONT		X					
00-00-31-1760-0004-0000	W-1	WMU	KAVANAUGH ANNE B	KAVANAUGH PROPERTY	VACANT COM	121	N FRONT		X					
00-00-31-1760-0005-0010	IW	IW	EXACT INVESTMENTS LLC		VACANT IND	201	N FRONT		X					
00-00-31-1760-0005-0020	IW	IW	LEIBMAN MARILYN C		WHOLESALE	201	N FRONT		X					
00-00-31-1760-0006-0000	IW	IW	HALL INVESTMENTS INC		WHOLESALE	231	N FRONT							
00-00-31-1760-0007-0000	IW	IW	BEACON FISHERIES INC		PACKING PL	312	N FRONT	X						
00-00-31-1760-0007-0020	IW	IW	OHPA	PORT	COUNTY		N FRONT	X						
00-00-31-1760-0025-0000	IW	IW	CITY OF FERNANDINA BEACH	PARKING LOT B	MUNICIPAL	9	S FRONT	X						
00-00-31-1760-0025-001L	IW	IW	CITY OF FERNANDINA BEACH	BRETT'S	LEASEHOLD	1	N FRONT		X	Requested information related to lease termination				
00-00-31-1760-0025-003L	IW	IW	CITY OF FERNANDINA BEACH	ATLANTIC SEAFOOD	LEASEHOLD	10	ASH		X					
00-00-31-1760-0029-0010	IW	IW	CITY OF FERNANDINA BEACH	PARKING LOT C	MUNICIPAL		S FRONT							X
00-00-31-1760-0031-0020	IW	IW	CITY OF FERNANDINA BEACH	PARKING LOT D	MUNICIPAL		S FRONT							X
00-00-31-1760-0034-0000	IW	IW	AMELIA ISLAND DEVELOPMENT		VACANT IND	251	S FRONT	X						
00-00-31-1760-0037-0020	W-1	WMU	BOARD OF TRUSTEES OF INTERNAL		STATE VAC		S FRONT	X						
00-00-31-1760-0039-0000	W-1	WMU	COOK DAVID E JR TRUSTEE		V IN W/XFO	500	S FRONT	X		Letter of Support provided for NOAA Fisheries grant				
00-00-31-1800-0001-0050	C-3	CBD	TSP PARTNERS LLC	SALTY PELICAN	RESTAURANT	12	N FRONT	X						
00-00-31-1800-0001-0080	C-3	CBD	DOWNTOWN CRAB LLC		V C W/XFOB	101	ALACHUA		X		X	Sidewalk easement		
00-00-31-1800-0001-0170	C-2	GC	CITY OF FERNANDINA BEACH	LIFT STATION 2	MUNICIPAL	50	ALACHUA	X						
00-00-31-1800-0001-0180	C-2	GC	31 N 2ND ST LLC	CRAB TRAP	RESTAURANT	31	N 2ND							X
00-00-31-1800-0001-0220	C-3	CBD	ARTISAN HOMES LLC	MCJUNKIN STATION	VACANT COM	25	N 2ND			X	X	X	X	
00-00-31-1800-0001-0230	C-3	CBD	ARTISAN HOMES LLC	MCJUNKIN STATION	STORE/OFFI	23	N 2ND			X	X	X	X	
00-00-31-1800-0001-0240	C-3	CBD	ARTISAN HOMES LLC	MCJUNKIN STATION	VACANT	21	N 2ND			X	X	X	X	
00-00-31-1800-0001-0250	C-3	CBD	ARTISAN HOMES LLC	MCJUNKIN STATION	VACANT COM	19	N 2ND			X	X	X	X	
00-00-31-1800-0001-0260	C-3	CBD	ARTISAN HOMES LLC	MCJUNKIN STATION	VACANT COM	17	N 2ND			X	X	X	X	
00-00-31-1800-0002-0010	C-3	CBD	FRONT STREET PROPERTY LLC	STANDARD MARINE BLK	V C W/XFOB		N 2ND	X						
00-00-31-1800-0002-0290	C-3	CBD	I P HOLDINGS GROUP LLC	STANDARD MARINE BLDG	STORES, 1	101	N 2ND			X	X			
00-00-31-1800-0003-0010	I-1	IN	THE CROSSINGS AT AMELIA LLC		VACANT COM	231	FRONT		X					
00-00-31-1800-0003-0300	I-1	IN	DOUGLASS FAMILY TRUST		WAREHOUSE-	131	BROOME	X						
00-00-31-1800-0008-0010	C-3	CBD	CLAYTON JAMES S (3/4%) &		VACANT IND		BROOME	X						
00-00-31-1800-0008-0020	C-3	CBD	ARTISAN RE PARTNERS LLC	ARTISAN SINGLE FAMILY	VACANT IND	212	N 2ND			X	X	X	X	
00-00-31-1800-0008-0030	C-3	CBD	ARTISAN RE PARTNERS LLC	ARTISAN SINGLE FAMILY	VACANT IND	216	N 2ND			X	X	X	X	
00-00-31-1800-0008-0050	C-3	CBD	PAGE DAVID P JR & KIMBERLY P	PAGE PROJECT	VACANT COM	220	N 2ND							X
00-00-31-1800-0008-0080	C-3	CBD	PAGE DAVID PEYTON JR &	PAGE PROJECT	VACANT	224	N 2ND							X
00-00-31-1800-0008-0101	I-1	IN	WICKED BAO LLC	WICKED BAO	RESTAURANT	232	N 2ND	X						
00-00-31-1800-0008-0102	I-1	IN	HAMBROCK LUDGER		WAREHOUSE-	228	N 2ND	X						
00-00-31-1800-0008-0310	C-3	CBD	CLAYTON KERSTIN (3/16%) &		SINGLE FAM	211	BROOME	X						
00-00-31-1800-0008-0330	C-3	CBD	SAUER JOHN & TERESA		SINGLE FAM	205	BROOME	X						
00-00-31-1800-0008-0340	C-3	CBD	CLAYTON JAMES S (3/4%) &		VACANT IND		BROOME	X						
00-00-31-1800-0009-0010	C-3	CBD	ALACHUA GROUP LLC	GREGOR MACGREGOR'S	TOURIST AT	201	ALACHUA							X
00-00-31-1800-0009-0020	C-3	CBD	POYNTER FAMILY HOLDINGS LLLP		VACANT		N 2ND			X	X			
00-00-31-1800-0009-0030	C-3	CBD	POYNTER FAMILY HOLDINGS LLLP		VACANT		N 2ND			X	X			
00-00-31-1800-0009-0040	C-3	CBD	POYNTER FAMILY HOLDINGS LLLP		VACANT	116	N 2ND			X	X			

COMMUNITY REDEVELOPMENT AREA (CRA) PROPERTY MATRIX (AS OF OCT 1, 2022)

Parcel ID	Zoning	FLUM	Owner Name	Common Name	Property Use	#	Street	No	Disc.	TRC	HDC	Permit	Cons.	Comp.
00-00-31-1800-0009-0050	C-3	CBD	POYNTER FAMILY HOLDINGS LLLP		VACANT		N 2ND			X	X			
00-00-31-1800-0009-0060	C-3	CBD	CASTILIAN PROPERTIES INC		STORE/OFFI	120	N 2ND	X						
00-00-31-1800-0009-0080	C-2	GC	CITY OF FERNANDINA BEACH	BROOME ST PARKING LOT	MUNICIPAL		BROOME	X						
00-00-31-1800-0270-0010	C-3	CBD	CITY OF FERNANDINA BEACH	CITY HALL	MUNICIPAL	204	ASH	X						
00-00-31-1800-0270-0031	MU-1	MU	MATEER LIVING TRUST		SINGLE FAM	114	S 2ND							X
00-00-31-1800-0270-0050	MU-1	MU	FLOURNOY JAMES & ALISON A	HARBOR VIEW	SINGLE FAM	120	S 2ND							X
00-00-31-1800-0270-0060	MU-1	MU	LUCCHESI DONALD A & ELIZABETH	HARBOR VIEW	SINGLE FAM	126	S 2ND							X
00-00-31-1800-0270-0070	MU-1	MU	WINTER RONALD M & DEBRA I	HARBOR VIEW	SINGLE FAM	132	S 2ND							X
00-00-31-1800-0270-0080	MU-1	MU	SCHWARTZ CHARLES R REV TRUST	HARBOR VIEW	SINGLE FAM	138	S 2ND							X
00-00-31-1800-0270-0090	MU-1	MU	STANLEY BARRY KENT & SUSAN P	HARBOR VIEW	SINGLE FAM	144	S 2ND							X
00-00-31-1800-0270-0100	MU-1	MU	ARTISAN HOMES LLC	HARBOR VIEW	VACANT	205	BEECH			X	X	X	X	
00-00-31-1800-0270-0120	MU-1	MU	ARTISAN HOMES LLC	HARBOR VIEW	VACANT	211	BEECH			X	X	X	X	
00-00-31-1800-0270-0130	MU-1	MU	CARTER JULIEN &	HARBOR VIEW	SINGLE FAM	217	BEECH							X
00-00-31-1800-0270-0140	MU-1	MU	PADGETT GREGORY J & ROBYN Y	HARBOR VIEW	SINGLE FAM	223	BEECH							X
00-00-31-1800-0270-0150	MU-1	MU	SIMPSON JONATHAN P &	HARBOR VIEW	SINGLE FAM	229	BEECH							X
00-00-31-1800-0270-0160	MU-1	MU	NORMAN RON JR &	HARBOR VIEW	SINGLE FAM	235	BEECH							X
00-00-31-1800-0270-0170	MU-1	MU	DAV FLORIDA SERVICES LLC	HARBOR VIEW	SINGLE FAM	241	BEECH							X
00-00-31-1800-0270-0180	MU-1	MU	DAV VENTURE TRUST	HARBOR VIEW	SINGLE FAM	247	BEECH							X
00-00-31-1800-0270-0190	MU-1	MU	HARBOR VIEW-ARTISAN LLC	HARBOR VIEW	VACANT	153	S 3RD			X	X	X	X	
00-00-31-1800-0270-0200	MU-1	MU	HARBOR VIEW-ARTISAN LLC	HARBOR VIEW	VACANT	147	S 3RD			X	X	X	X	
00-00-31-1800-0270-0210	MU-1	MU	HARBOR VIEW-ARTISAN LLC	HARBOR VIEW	VACANT	141	S 3RD			X	X	X	X	
00-00-31-1800-0270-0220	MU-1	MU	ARTISAN HOMES LLC	HARBOR VIEW	VACANT	135	S 3RD			X	X	X	X	
00-00-31-1800-0270-0230	MU-1	MU	MAUK DONALD & WANDA JEAN	HARBOR VIEW	SINGLE FAM	129	S 3RD							X
00-00-31-1800-0270-0240	MU-1	MU	WIGGINS CHARLES D LIV TRUST &	HARBOR VIEW	SINGLE FAM	123	S 3RD							X
00-00-31-1800-0270-0250	MU-1	MU	DAMATO FRANK P & JENNIFER &	HARBOR VIEW	VACANT	117	S 3RD							X
00-00-31-1800-0270-0260	MU-1	MU	DAMATO JENNIFER & FRANK	HARBOR VIEW	VACANT	111	S 3RD							X
00-00-31-1800-0270-0270	C-3	CBD	DONGO JULIO TRUSTEE		STORES, 1	218	ASH	X						
00-00-31-1800-0271-0010	C-3	CBD	CITY OF FERNANDINA BEACH	PARK/PARKING LOT E	MUNICIPAL		S 2ND	X						
00-00-31-1800-0271-0070	MU-1	MU	NEW ENGLAND FLAG & BANNER INC	FORMER DISTILLERY	LIGHT MANU	115	S 2ND	X						
00-00-31-1800-0271-0091	MU-1	MU	NEW ENGLAND FLAG & BANNER INC	FORMER DISTILLERY	VACANT IND		S 2ND	X						
00-00-31-1800-0271-0110	MU-1	MU	RITCH TIM & DONNA &		SINGLE FAM	117	S 2ND							X
00-00-31-1800-0271-0120	MU-1	MU	ASTRIN CAL DAVE &		SINGLE FAM	119	S 2ND							X
00-00-31-1800-0271-0131	MU-1	MU	ERICKSON ROBERT & LORETTA		STORE/OFFI	115	BEECH	X						
00-00-31-1800-0271-0201	MU-1	MU	DOC SS FLORIDA INVESTMENTS LLC		WAREHOUSE-	131	S 2ND	X						

COMMUNITY REVELOPMENT AREA (CRA) PUBLIC PROJECT MATRIX (as of Sep 1, 2022)

Project Name	Project Location	Status	Comments
Shoreline Resiliency	Riverfront (Parking Lot D to Port)	Seg 7-8 discussion, design	City staff discussions with property owners
Railroad Safety	Front St (Alachua, Centre, Ash)	Construction	Alachua realignment, Centre Street/Parking Lot A
Alachua Street	Alachua (N. Front to N. 2nd)	In conjunction with Area 5	Awaiting delivery of stormwater pumps and FDEM/FEMA HMGP funding
N./S. Front Street	Ash to Alachua	Mobilization	Sidewalk and fence construction to begin within 60-90 days.
Area 5 Drainage	Alachua to Broome - Amelia River to N. 4	Material/funding delay	Awaiting delivery of stormwater pumps and FDEM/FEMA HMGP funding
Area 6 Drainage	Ash to Elm - Amelia River to 8th St.	Planning	Invitation to bid anticipated
Atlantic Seafood	vic Parking Lot C	Awaiting design (Nov 1)	Lease assigned to Atlantic Seafood, LLC., by City Commission (Aug 16, 2022)
Underground Utilities	Front St (Alachua, Centre, Ash)	Const/Design	Coordination and design (N. Front Street)
Marina Flow Study	Marina	Data review	Awaiting consultant review comments

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Downtown parking inventory.

ITEM TYPE: New Business

REQUESTED ACTION:

SYNOPSIS: City staff will share a report of downtown parking inventory.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: October 26, 2022

Submitted By: Dale Martin, City Manager

COMMISSION ACTION:



FERNANDINA BEACH PARKING SURVEY - DEC 2019

Block No.	NORTH		EAST		SOUTH		WEST		
	R	U	R	U	R	U	R	U	
1			15			4			E - City or Port?
2		6	7			12		6	
3	3		6		7		6		
4	9	3	25		8		10		mixed with church
5	4			6	8		49		W- city lot On 5th st.
6		8				8		7	
7		8				8			
8			35			4			E - part of private parking?
9	28			7			8	6	N - city parking
10		3		6		3		8	
11		4		6		4		5	
12		3		7		2		7	
13		4		7				6	
14		4				4		8	
15			12		11				
16	42		26		7		27		N - 35 city parking lot
17	4	3	15		6		80		W - 70 city parking lot
18	7		23		7		14		N - private?
19		3	16		9				
20				8	15		16		
21					7		9	4	
22	6		10						
23	12		19				18		
24	12		5				8		
25	11		23				19		
26	9		9		5		11		
27	11		10				13		
28	8						14		
29	44		3						N - 44 City parking lot
30	8		8		4		8		
31	8		6				6		
32	8						5		
33	3		4		2		3		
34	3				2		4		
35							9		
36		3		8					
37		2		6		1		6	
38		1		6		2		6	
39	1			4		1		4	
40	1			6		2	6		
41		4				3	6		
TOTALS	242	59	277	77	98	58	349	73	ALL 1233
Regular Parking	966	R= Regular spaces are those either marked along curbs or having parking stops. U= Unmarked, possible parking along non curbed streets							
Unregulated	267								
check	1233								

Methodology - Regular spaces were counted as-is. Unmarked spaces are those possible parallel spaces along non curbed streets, which were figured at 24 ft for each space. Some value judgements were made where ditches or other problems would prevent reasonable parking. Accuracy is estimated at 5% for Regular Spaces and 5-15% deviation for Unmarked spaces